



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

IF THE EYES
ARE THE WINDOWS
OF THE SOUL
YOUR GLASSES
ARE THE WINDOWS OF
YOUR PERSONAL
APPEARANCE.
N. IAZARUS,
Optician,
12, Queen's Road C.

No. 19,995 號八十九百九千九萬一第 日三初月六年戌壬 HONGKONG, WEDNESDAY, JULY 26TH, 1922. 三拜禮 號六十二月七年一十國民華中 PRICE, \$3 PER MONTH

INTIMATION
A NEW SPECIALITY
BASS' LIGHT
SPARKLING ALE
PURPLE TRIANGLE.

Specially brewed for hot climate. Lighter than the well-known Red Triangle.

CALDBECK, MACGREGOR & CO., LTD.

15, QUEEN'S ROAD, CENTRAL.

TELEPHONE No. 75.

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16 and 20 bore, loaded with the Sportsman's favorite powder—E. C. and SMOKELESS DIAMOND.
THE HONGKONG SPORTING ARMS & AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade.

A LING & CO.,
19, Queen's Road Central,
HONGKONG.

FURNITURE AND PHOTO GOODS STORE.
Glass Etching, Sign-Board and Mirror Makers.
Canton Marble in Various Shades.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging Undertaken.
Telephone 1219.

FRENCH LESSONS

G. MOUSSON.

15, MORRISON ROAD.

PEAK TRAMWAY CO., LIMITED.

TIME-TABLE.

WEEK DAY.	
7.00 a.m. to 8.00 a.m. every 15 minutes.	
8.00 " 9.30 " 10 "	
9.30 " 11.00 " 15 "	
11.30 " 12.30 p.m. 15 "	
12.30 p.m. 2.30 " 10 "	
2.30 " 4.00 " 15 "	
4.00 " 8.10 " 10 "	
NIGHT CARS.	
8.50 p.m. to 9.30 p.m. every 30 minutes.	
11.45 p.m.	
SATURDAY.	
Extra Car—12 midnight.	
SUNDAYS.	
7.30 a.m. to 7.45 a.m.	
8.00 a.m. to 9.30 a.m. every 15 minutes.	
9.30 " 11.00 " 10 "	
11.30 " 12.00 noon 15 "	
12.00 noon 1.00 p.m. 10 "	
1.00 p.m. 4.00 " 15 "	
4.00 " 8.10 " 10 "	
NIGHT CARS.	
As on Week Day.	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Joss Voss Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheque or Compro Order, represent Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 10TH, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS	
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SEVEN HUNDRED MOTOR CARS IN HONGKONG.

WONDERFUL DEVELOPMENT OF A DECADE.

LOCAL PIONEER OF MOTORING INTERVIEWED.

Ten years ago there were 21 motor-cars in Hongkong; a few days ago the 700th motor vehicle was licensed. Such a remarkable increase in a decade suggested to a representative of the *Daily Press* that Mr. C. Lauritsen, one of the pioneers of motoring in the Colony, might have something of interest to relate with regard to the development of mechanical traction here.

There has been a very complete change in public opinion in this matter, as is indicated by the following statement made in the Legislative Council on July 10th, 1912, by the present Officer Administering the Government (H.E. Mr. Claud Severn) who was administering the Government then, in the interval between the departure of Sir Frederick Lugard and the arrival of the late Sir Henry May. Mr. Severn said:

"I am of opinion that, speaking generally, Hongkong, unlike the Straits and Shanghai, is unsuited for motor traffic, except to a very limited extent."

The Government, therefore, considered it their duty to safeguard public interests by closing to motor traffic all the roads of the Colony except those which were suitable for such traffic.

Hongkong was much more unsuited to motor traffic then than it is now; but when Sir Henry May, who was an enthusiastic motorist, took over the control of the Government he pressed forward the road construction schemes which have made Hongkong one of the most delightful motoring centres in the Far East and have so modified the opinion of opponents that those who ten years ago scoffed at the idea of a future for motoring in Hongkong, now own their motor car like the rest. Since those days Mr. Severn himself has become an enthusiastic motorist.

Mr. Lauritsen, the interviewer gathered, has seen a complete change in the public habits with regard to road locomotion. In March, 1911, he bought the "Dragon" Cycle Depot, which contained 100 "push-bicycles." In those days, it seems, the European population was more energetic than now and pedalled itself about the roads of the Colony for exercise. The best bicycles, those with three-speeds to facilitate hill-climbing, were let for 80 cents an hour, and the others for 50 cents an hour. Soon afterwards, Chinese cycle hire depots opened at much lower prices, and Mr. Lauritsen, realising that he could not compete with them on their prices passed on to "fresh fields and pastures new," and instead of retiring defeated, put his faith in motor-cars and has never had reason to regret it.

At that time (it was learned from another source) leading and well-established firms were advised to run motor-car agencies and a repair shop, but counsel of conservatism prevailed, or there was difficulty in obtaining sanction from headquarters at Home and for some time Mr. Lauritsen and the Kalle Garage had the field to themselves.

THE FIRST PRIVATE CAR OWNER.

"I believe Dr. J. W. Noble was the first private motor-car owner in Hongkong," said Mr. Lauritsen, reminiscently. "I bought his car afterwards—a Willis six—and it is still running. Two weeks after I bought my first two cars from Manila, the Kalle Garage started with two Buicks and three small Studebakers. When motor-cars first started running there were practically no police regulations, but finally the police department drafted some rules, fixing the speeds of motor-cars and they indicated certain roads we could use. They were the Pokfulam Road, Jubilee Road as far as Little Hongkong, but not as far as Deep Water Bay; Lynnhurst Terrace, and part of the way to Shaukiwan, Ming Yuen Gardens—the old Belle Vue—was quite a place of assembly in those days."

The modest amount of capital with which the Dragon Garage Company pioneered motoring in Hongkong was mentioned by Mr. Lauritsen and he added that, on June 13th, 1921, the business was converted into a private limited company with a nominal capital of \$750,000. "But if you want to see concrete evidence of advancement," said Mr. Lauritsen, "come over and look at the new premises at Wongneichong."

Passing to pass the time of day with a customer buying a new tyre, and to work out an estimate in his head for providing another car with a new head, Mr. Lauritsen led the way to a waiting car, and we were soon at the new premises, which are at the far end of the Racecourse in Happy Valley.

Here an immense two-storeyed building has been erected with finely curved facade following the sweep of the road to Wongneichong Gap. This road rises steeply so that, at the back of the premises, it gives convenient access to the upper floor of the garage. The area of each floor is 14,500 square feet, giving ample accommodation for 75 cars on each level. The front portion of the ground floor contains the office and a showroom for new cars; the corresponding space above is devoted to a body-building shop and a paint shop, the latter partitioned off from the rest of the premises to avoid damage by dust during painting work.

The greater part of the area after these comparatively small subtractions are made, is available for garage purposes. Down the whole length of the surprisingly large area of the building is a "central fairway," and the steel pillars supporting the upper structure divide the side-spaces off conveniently into bays for two cars between each two pillars. This allowance of space will give no excuse for paint-scrapping to the most careless chauffeurs. The garage could readily accommodate, on occasion, half as many cars again on each floor as the 75 allowed.

At the back of the premises are a repair shop, fitted with some of the most modern machinery for repair work; a vulcanising room, and a battery-charging room. Mr. Lauritsen showed, with especial satisfaction, his gasoline storage room which is large enough to contain very considerable quantities of gasoline. He declared that unless the prices now ruling are lowered considerably, he will send to independent firms in America and ship spirit direct to Hongkong.

Mr. Lauritsen explained that the new premises were intended mainly for the storage and repair of private cars; it seems that for \$20 a month one can have a car stored and cleaned. The place will also serve as a reservoir of hired cars to the garage in the centre of Victoria. When nearly all the cars there have been let out it will be a simple thing to telephone for some more to be sent along, and much more practicable than taking more space in Victoria at prohibitive rentals. The new garage takes the place of seven godowns hitherto used for various purposes connected with the business and saves the payment of rentals amounting altogether to \$1,000 a month. Mr. Lauritsen mentioned that the new premises cost over \$100,000 and the old \$50,000.

THE COMMODORE AND THE CHAUFFEUR.

Discussing the development of motoring in the Colony, Mr. Lauritsen said that a great deal was due to the foresight of the late Sir Henry May in pressing forward schemes of road construction and in combating the influence of the conservative element which looked askance at a new thing merely because it was new. Our legislators were even ready, in the early days, to discriminate against motor-cars and in favour of the horse. In this connection Mr. Lauritsen recalled an incident which created a good deal of stir at the time and will be remembered by old residents.

The Commodore of that time—it was about 1911—was riding on horseback in Jubilee Road with the ladies of his family and he brought a charge against a "Dragon" Garage driver of not giving a warning of his approach. The driver declared that, in fact, he did not "approach," but shut off his engine and waited until the riding party went by. The Magistrate dismissed the summons. The Government, shortly afterwards, closed Jubilee Road to motor traffic and at this there was considerable public outcry for it was held that though the Government had power to regulate traffic they had no power to prohibit it altogether. Moreover, Jubilee Road had been built partly by public subscription to relieve the vehicular traffic on the other road westwards so it seemed absurd to declare it unfit for motor traffic. At the same time, the licence charges for motor vehicles were very considerably increased.

This occurred, Mr. Lauritsen said, between the departure of Sir Frederick Lugard in November, 1910, and the arrival of Sir Henry May in July 1912. Sir Henry May brought his own car with him to the Colony and he was quite out of sympathy with the retrogressive action which had been taken. He had the regulations closing the roads rescinded and also ordered the extra charges for licences, which had been paid for some months, to be refunded to those concerned. "And after that," added Mr. Lauritsen, "the roads you see to-day were built. The Colony—and the motorist particularly—owes a great deal to Sir Henry May."

CORRESPONDENCE.

FREE TEA.

TO THE EDITOR OF "THE HONGKONG DAILY PRESS."

SIR,—In passing along Caine Road this morning, I was delighted to see a treat provided to the long queue of water-carriers in the form of a large, well-filled teapot with two Chinese characters which read "An invitation to drink." As we all know, the Chinese have an ingrained disinclination to drink unboiled water; consequently, many prefer to bear thirst rather than relieve it by quaffing from the tap. In Shanghai, during the days of summer, it is the practice of philanthropic Chinese to provide similar facilities, from which the rickshaw men, in particular, derive not a little benefit. Since there must be as many queues as there are public taps in the Colony during these days of water restriction, it is the hope of your correspondent that his few lines will gain the notice of the kind-hearted, so that this laudable service to the "hewers of wood and drawers of water" may be extended.—Yours, etc., COLLEGIAN.

Hongkong, 25th July, 1922.

ALLEGED INFRINGEMENT OF TRADE MARKS.

MESSRS. LONLEY'S "STAR" SINGLES AND THE HAWKER'S "STAR" SINGLES.

MR. H. L. Denny, solicitor, appeared at the Magistracy yesterday morning, to represent Messrs. W. R. Lonley & Co., who were the complainants in a case of an infringement of the Trade Marks Ordinance. The defendant was a street hawk.

In outlining the facts of the case to Mr. Hamilton (the Magistrate), Mr. Denny said the complainants were the proprietors of the "Star" trade mark. In the past many attempts had been made to selling this trade mark. The case was a straightforward one and he considered it would be sufficient if he produced evidence as to the registration of the trade mark. In this case the defendant was a street hawk and it was alleged that he had disposed of singlets bearing a trade mark similar to that of the firm. As the defendant had no shop and only did a small personal business, his clients did not look upon the alleged infringement with any degree of seriousness. It was alleged that on July 16th one of Messrs. W. R. Lonley's employees bought one of the singlets bearing a "Star" trade mark for 35 cents. The price of his client's singlet was \$1.75.

The first witness for the prosecution was Fan Tse Nam, who was described as the shoof in the employ of the complainants. He said it was his special duty to look after the shops of the firm. He produced documents proving the registration of the "Star" trade mark, and added that he was well-acquainted with the trade marks of the company, and that he had given evidence in about 20 cases of infringement of the Trade Marks Ordinance. On July 16th he bought a singlet from the defendant. The singlet produced in court was similar to that sold to him by the defendant.

This singlet was handed in and bore the stamp of an elliptical shaped chop of a dark blue colour. The characters of the chop were in Chinese and on either side were three stars formed out of triangles. One of Messrs. Lonley's singlets was next handed to the Magistrate. This contained a chop of a light blue colour with the words "superior quality" enclosed in a wreath of leaves. Underneath were some Chinese characters with two stars on either side. The stars were distinctly different to those on the hawk's singlet.

Continuing, the witness said that on the previous night he assisted the police in arresting the defendant. In the defendant's possession were further singlets bearing the "Star" trade mark. No chop was found in the defendant's possession.

The Magistrate: Are you prepared to swear that there is no trade mark similar to Messrs. Lonley's "Star" in Hongkong?

The witness: As far as I know, in Hongkong and Canton—no. Are you of the opinion that these two marks are so alike that it is possible to deceive any person that they were the same?—When I went to buy this I asked for a "Star" singlet.

That is the first you have said about asking for a "Star." Are they likely to deceive?—Yes, they are; unless one knows the difference in the trade mark. Mr. Denny pointed out at this stage that the two trade marks contained "stars" and an illiterate person would easily be deceived. The educated person would not be so easily deceived. If necessary, Mr. Denny said he was prepared to call further evidence as to the nature and quality of the goods.

The Magistrate: I don't think there is any doubt as to the good quality of Messrs. Lonley's goods. They are well-known. The only difficulty is the trade mark.

Mr. Denny pointed out that he had prosecuted in a number of similar cases and his contention regarding the use of the "Star" had always been upheld. The Magistrate (to witness): Are these two colours the same?

The witness: No.

The Magistrate: Therefore, this mark could only mislead a person who had never seen the mark?—Yes.

For instance, supposing a man had been in the habit of wearing a "Star" singlet and wanted to get some more, do you think he would buy the defendant's singlets?—No; I don't think so.

Asked if he had any questions to put, the defendant said he had no intention of deceiving, and emphasised the point that the colour was not the same.

The Magistrate then asked the witness to give an account of the sale. The witness said he asked the defendant, "how much for the singlet?" and the defendant replied, "this 'Star' trade mark singlet costs you 65 cents."

The Magistrate: That changes the whole aspect of the case. It is now a question of whether or not the defendant described the singlets he was selling as "Star" Singlets.

Witness added that he bargained with the hawk and finally bought the singlet for 35 cents.

Police Sergeant Rozesky gave evidence as to the arrest of the defendant who, he said, made no statement.

The Magistrate then explained the facts of the case to the defendant and pointed out that although the two trade marks were not similar in appearance it was alleged that the defendant had described his goods as "Star" singlets.

The defendant denied mentioning the word "Star." He could remember selling the singlet, but could not recognise the first witness. He added that he purchased the singlets from a travelling trader in Hongkong who said the singlets had been brought down from the country.

The Magistrate: Can you produce the man?

The defendant: I met him in the street; I cannot find him now.

(Continued at foot of next column.)

FATAL MOTOR-CAR ACCIDENT IN KOWLOON.

CYCLIST AND MOTOR-CAR COLLIDE. YESTERDAY'S INQUIRY.

As the result of a fatal motor-car accident, near Yau-mati, on July 2nd, a death inquiry was held at the Magistracy yesterday afternoon, presided over by the Coroner (Mr. R. E. Lindsell). The jurors were: Messrs. T. P. M. Bevan (foreman), J. G. Martin, and M. A. Vaz. The Coroner told the jury that they had met to inquire into the death of Lung Kam Wa, aged 37, who was knocked down by a car driven by Sub-Inspector Grant, of the Water Police Station, at the junction of Jordan and Canton Roads, just on the border of Yau-mati. The Coroner explained that no medical evidence was forthcoming owing to the fact that Dr. Smalley, Government Medical Officer, had met with a slight accident—if the jury desired to have the Doctor called it could be arranged later.

The Coroner then read Dr. Smalley's medical certificate concerning the death of the deceased. It stated that the deceased was admitted to the Kwong Wah Hospital on the morning of July 2nd suffering from a fracture at the base of the skull. He died shortly afterwards. A post-mortem examination revealed that the fracture was an extensive one caused by the deceased's head striking the ground; in the region of the left eye there was extensive bruising and a deep cut.

The first witness called was Sub-Inspector Grant who stated that, at 9.50 o'clock on the morning of the 2nd he was driving a private motor-car, No. 338, along Jordan Road, Kowloon, from east to west. He first drove a car in 1916, and since then had been driving cars regularly. On this occasion the car was going at a speed of about 10 miles per hour on the left side of the road. He intended to turn into Canton Road towards Yau-mati. When he was about 30 yards from the corner of Canton Road he saw the deceased coming out towards him on a cycle from the witness's left hand corner of Canton Road. The deceased was on the wrong side of the road. Witness sounded his horn and eased off towards the centre of the road. At the same time the deceased changed his mind, and instead of passing the witness on the wrong side crossed in front of the car and got clear by several yards. The witness proceeded on his journey and never gave the deceased another thought until he was almost at the corner, when he suddenly saw the deceased re-appear on the right of his car practically in front. The car struck the cycle. Witness pulled up in about a car's length. The car ran over the cycle and over part of the deceased. When he got out of the car he found the deceased unconscious. Witness telephoned for a doctor and an ambulance and the deceased was removed to the Kwong Wah Hospital.

In reply to the Coroner, witness said it was apparent that the deceased had turned nearly three quarters of a complete circle. There was no other wheeled traffic about at the time of the accident and witness was alone in the car.

Cross-examined by Mr. M. K. Lo, who appeared for the relatives of the deceased, the witness said it was not a fact that deceased came down Canton Road and was cutting straight across Jordan Road.

Mr. Lo: I put it to you that you came down along Jordan Road into Canton Road near the centre and that you were on your wrong side of the road?—That is not so.

Did I understand you to say that you were by yourself in the car?—Yes, I was alone.

Wasn't there another passenger—are you quite sure?—There was not.

Were you trying to adjust it in any way?—No, I was going to the motor bus Company to fill up with petrol.

Assuming for the sake of argument that you were not quite in the centre of the road and assuming that the cyclist was on his left, would you agree that an accident would have been inevitable?—Yes, it would.

Evidence was then by the Chinese manager of an engineering shop in Canton Road to the effect that the deceased called at his shop on the morning of his death soliciting orders for his firm—a blacksmith's shop. The deceased came from Tsai-Sha-Tsui but witness could not say in which direction the deceased went on leaving the shop.

The deceased's master said that it was quite probable that the deceased, who was his No. 1 foreman, was returning from visiting some of his folks which were engaged on a job at the Kowloon godowns.

Technical evidence as to the position of the car and bicycle was next given by Lance-Sergeant Gargill. According to the tyre tracks, the car at the time of the accident was about 16 feet from the left hand side of the corner of Canton Road and the width of the road at this spot was 30 feet 3 inches.

An eye-witness—a coolie woman—who was carrying bricks at the time of the accident, attempted to explain what she saw but as she did not know the name of the road she was walking along and could not explain the exact spot, it was decided to adjourn the inquiry, pending a visit of the jury to the spot where the Magistrate thought the woman would be better able to explain what she saw.

The jury agreed to visit the place the same afternoon and the Magistrate adjourned the inquiry to Monday afternoon next, July 31st.

Mr. Denny pointed out that even though the trade mark was slightly different if they were described as "Stars" it was an infringement of the Ordinance. At this stage the case was adjourned to Saturday morning for the production of further evidence by Mr. Denny concerning the registration of the "Star" trade mark.

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CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]IRELAND'S TRIBULATION.
A TRAIL OF DEVASTATION

London, July 24th.

The retreating Irregulars continue to leave a trail of devastation, cutting telegraphs and burning barracks, notably at Cashel, Tipperary, and Clonmorris (Co. Mayo).

A communique from Dublin says, the population in many places is on the verge of famine, and the first care of the relieving National troops is to feed the inhabitants.

On Sunday, De Valera accompanied the Irregulars to Tipperary and was last reported at Cashel, looking pale and haggard.

EX-GERMAN RAIDER PUT TO GOOD USE.

TO INAUGURATE NEW STEAMSHIP SERVICE.

London, July 24th.

The ex-German raider *Folf*, formerly the Hansa liner, *Wachtels*, assigned to France by the Peace Treaty, has been purchased by the Messageries Maritimes, and will shortly inaugurate a new monthly service between Marseilles, Australia and New Caledonia, and will be re-named *Lougar*.

ITALY'S NEW CABINET.
SIGNOR ORLANDO FAILS TO COMPLETE HIS TASK.

Rome, July 24th.

Signor Orlando has abandoned the task of cabinet making, owing to opposition by the Catholics, who vetoed the inclusion of Conservative Liberals in the Cabinet, because they upheld the Fascists.

[The Fascist leader, Signor Mussolini, stated, on the occasion of the Italian Cabinet's resignation, that the Fascist party would not participate in a future Government, but warned the Chamber that if it favoured Socialism, he would become a rebel. It was estimated that Signor Mussolini could command 300,000 well armed supporters, including army officers.]

THE DUTY ON FABRIC GLOVES.

LANCASHIRE FAILS TO MAKE OUT A CASE.

London, July 24th.

The committee appointed to enquire into the fabric gloves question, has reported that Lancashire has not made out a case against the imposition of the duty.

It is, therefore, anticipated that the Government will immediately request the House of Commons to sanction the imposition.

A cable message dated July 6th, stated that a Government split was threatened, following a promise by Mr. Lloyd George to a Lancashire deputation, that the duty on fabric gloves would not be enforced until Lancashire's case against its imposition had been heard.

FRANCO-BRITISH PREMIERS' CONFERENCE.

ITALY AND BELGIUM TO PARTICIPATE.

Paris, July 24th.

It is understood that Italy and Belgium will participate in the Lloyd George-Poincare Conference.

U.S.A. RAILWAY STRIKE NEGOTIATIONS.

PRESIDENT HARDING TAKES CHARGE.

New York, July 24th.

President Harding has personally taken charge of the negotiations between the railwaymen and the companies, in consequence of the Railway Labour Board's failure to reach an agreement.

EARLIER CABLES.

SILK MANUFACTURERS' PROTECTIONIST PROPOSAL.

BOARD OF TRADE PRESIDENT AND DEPUTATION.

London, July 24th.

In the House of Commons, in reply to questions, Mr. Baldwin, President of the Board of Trade, said that he had not agreed to receive a deputation of the silk trade, which is applying for a duty of 25 per cent. on imported silks.

LATEST CABLES.
CABLE COMPANIES' JUBILEE.
GREAT SERVICES RENDERED IN THE EAST.

London, July 24th.

Baron Hayashi, in responding to the toast of the guests, eulogised the work of the staff in maintaining communication with the East during war-time, notwithstanding the mischief wrought by the *Emden*.

"MY DEAR FRIEND."

Baron Hayashi proceeded to refer to the world situation, alluding to the German Ambassador, who sat next him, as "my dear friend." Baron Hayashi declared they had a legal peace and must now have a moral peace, and all over world the feeling of friendship must prevail. He regarded it as his first duty to the people to promote that peace.

A LOYAL SPIRIT OF CO-OPERATION.

Baron Hayashi paid tribute to the services of the Eastern Extension during the war, adding that the spirit of loyal co-operation which permeated the whole organisation, whether the staff at home or exiles abroad—(cheers)—justified the belief that the companies could celebrate their jubilee in unqualified confidence.

SIR JOHN PENDER ON TRADE DEVELOPMENT.

Sir John Pender, in responding, emphasised the part played by cables in the development of trade and social intercourse, and although the associated companies were supported by British capital, they regarded themselves as international in character. He stated that the cable laid since the armistice was only part of an even larger programme in contemplation, involving an expenditure of nearly £12,000,000. The total mileage of the associated companies' cables was now over 120,000, and he declared that the companies were ever ready to meet the world's trade demands whenever necessity arose, and were prepared to wait a considerable time for the development of traffic, provided there was a prospect of fair recompense. They were willing to take certain risks, but they were not a benevolent institution.

EFFICIENT IN SPITE OF DIFFICULTIES AND DANGER.

Sir Robert Horne, Chancellor of the Exchequer, speaking later, referred to the great record of the associated companies in that they never failed the country on a single occasion throughout the war, when communication with the East was so vital. He paid tribute to the work of the cable fleet in picking up and repairing cables in war-time in face of special difficulty and danger.

EARLIER CABLES.

THEIR SPLENDID ACHIEVEMENTS.

London, July 24th.

The jubilee of the Eastern-Associated Cable Companies was celebrated by a most elaborate programme of festivities in the Botanic Gardens, Regent's Park, including a banquet at which Sir John Denison Pender presided. The company numbered seven hundred, amongst whom were H.R.H. the Duke of York, Sir Robert Horne (representing the Government) and Ambassadors of the countries covered by the Eastern system.

The Duke of York, proposing the toast of "The Submarine Telegraph," described the Companies as a prodigious tribute to the faith, courage and business ability of their founders. Referring to the growth of the Company under its present Chairman, the Duke mentioned, as an astounding fact, that despite the uncertainty of the times, 29,000 miles of new cable had been laid since the Armistice, and he recalled, as a demonstration of the possibility in the speed of transmission, the fact that the result of the Derby reached Sydney and Lima 24 minutes after the conclusion of the race.

COUNTY CRICKET.

A BOWLERS' HARVEST.

London, July 24th.

At Derby, the home county defeated Worcester by an innings and 77 runs. In their second innings Worcester were dismissed for 46, Bostwick capturing eight wickets for 19.

At Portsmouth, Middlesex defeated Hants by an innings and 160 runs. Hants were dismissed in their second innings for 33, Haig securing five wickets for 15 and Durnton five for 16.

At Swansea, Lancashire defeated Glamorgan by an innings and 147 runs. In their first innings Glamorgan were dismissed for 42, Cook capturing five wickets for 15 and Parkin five for 27.

At Southend, Essex defeated Northants by ten wickets.

THE LOSS OF THE "EGYPT."
BOARD OF TRADE ENQUIRY OPENS.

London, July 24th.

The Board of Trade enquiry into the loss of the P. & O. liner *Egypt* opened to-day at the Royal Courts of Justice. Mr. Butler Aspinall, K.C., Wreck Commissioner, presided.

The Solicitor-General, Mr. Leslie Scott, representing the Board of Trade, pointed out that the colliding French steamer, the *Seine*, was not represented and he would not ask the Court to decide the responsibility for the collision so far as the *Seine* was concerned. He added that the gravest task of the Court would be to consider how, with such large boat accommodation and so few passengers, such a serious loss of life occurred. It was also important to ascertain the *Egypt's* speed at the time of the collision and whether precautions were taken to prevent confusion.

MORE THAN ENOUGH BOATS.

Mr. Leslie Scott declared that the six boats which were got away were more than enough to take off everybody if there had been time to get them to their proper boats. It was clear that some, perhaps many of the Indian crew, who early crowded the boats, were in a state of terror. He suggested that the Court investigate the truth of the Indians' allegation that they were unaware where to find their life-jackets, and also whether there were any difficulties of language in transmitting orders. He concluded that his chief function would be to ascertain why particular men did not seem to have gone back to their particular boat at the time of the collision.

The President intimated that the enquiry would be completed on July 25th.

LIFE JACKETS EASILY ACCESSIBLE.

Sir F. B. S. Nottley, the P. & O. Company's Marine Superintendent, testified that the life-jackets on the *Egypt* were always kept in brackets in the passengers' cabins and those for the crew were kept near their bunks. All were easily accessible. He and other officials inspected the *Egypt* before her last voyage and found the boats and everything satisfactory. The crew were mustered and sent to their fire and boat stations.

LASCARS AND GOANSE CAPABLE SEAMEN.

Replying to a question on behalf of the Amalgamated Marine Workers' Union, Sir F. B. S. Nottley said the Goanese and Lascars were not submitted to a language test. Most of them understood orders and most of the officers had a knowledge of Hindustani. He contended that they were quite as good as British sailors. He had been in many tight corners and could not wish for better men than the Lascars and Goanese. He had rarely if ever heard of Lascars showing funk.

Captain Ramm, the P. & O. Company's Decks Superintendent, said the crew knew their places in the boats, but it was probable that owing to the sudden list the men were unable to get to their proper boats. The native crew were paid almost as much as whites. Captain Ramm refused to say that British sailors were best for responsible positions and manning the boats.

The well-known counsel, Mr. Bucknill, informed the Court in the afternoon, that the India Office had instructed him to represent the native crew.

Captain Ramm, re-examined, said he fancied the main reason for the employment of natives was that they were better suited to the Eastern trade and worked better than Britishers.

Captain Collier, who had been ill since the collision, was allowed to testify while seated. He said he first saw the *Seine* blurred by the mist when 300 feet distant. At the time of the impact the *Egypt* was making three knots.

The enquiry was adjourned.

THE TYPOGRAPHICAL STRIKE

THE TROUBLE EXTENDS.

London, July 24th.

The printer's strike spread during the weekend to Coventry, Benborough, Nottingham, Plymouth, Manchester, and Hull.

The Typographical Association, in a statement replying to the accusation of breach of faith, says that it submitted the decision of the Industrial Court to a ballot with a strong recommendation for acceptance, because the rules of the Association lay down that no agreement is valid unless approved by the members.

RESUMPTION EXPECTED.

London, July 24th.

A statement issued by the Federation of Master Printers and the Newspaper Society declares that the reduction of wages is in accordance with the award of the Industrial Court made at the weekend and accepted by a number of centres as wide apart as Hastings and Hull, where the printers are working. The Federation anticipates that many more will resume when they realize the facts of the situation.

BANKRUPT GERMANY?

INCREASE OF PAY FOR GOVERNMENT EMPLOYEES.

Berlin, July 24th.

All Government employees are to receive increases of pay equivalent to 24 per cent. from July 1st, and 24 per cent. from August 1st.

BRITISH OIL CO. TO OPERATE IN MACEDONIA.

Athens, July 24th.

The Government has granted the Anglo-Persian Oil Company the petroleum rights throughout Macedonia.

THE PALESTINE MANDATE.
EARL BALFOUR SAYS QUESTION SETTLED.

London, July 24th.

The final sitting of the Council of the League of Nations was held in public. In addition to Palestine Arabs, the Archbishop of Canterbury and a number of Catholic prelates attended.

M. Vissani opened the proceedings with a speech dwelling upon the solemnity of the occasion for the League, which had accomplished much that Parliaments were unable to achieve.

Earl Balfour spoke emphasising the necessity of the League's activities. He said that Palestine was settled as far as the League was concerned. The trifling delay arising from the Italian ministerial crisis would not have the slightest effect upon the Mandates for Palestine and Syria.

LEAGUE GIVES ITS ASSENT.

LATER.

The Council of the League of Nations, at its closing sitting formally assented to the Palestine Mandate, the terms of which were generally in accord with the draft cabled on February 4th, 1921. The draft alteration was in Art. XIV. The whole settlement of the question of the Holy Places is now left to the Commission, whose composition and functions are subject to the approval of the Council.

[The cable referred to stated that the Mandate was to secure the establishment of the Jewish national home; nothing to be done likely to prejudice the existing non-Jewish communities' civil or religious rights; the privileges enjoyed by foreigners under Turkish rule to be provided definitely; equal rights to be provided for the nationals of States which are members of the League of Nations; no discrimination in regard to merchandise and freedom of transit provided for, but power reserved to conclude a special Customs agreement with any State which before the war was wholly included in Asiatic Turkey or Arabia.]

THE CANCELLATION OF WAR DEBTS.

NO OFFER FROM BRITAIN TO FRANCE.

London, July 24th.

In the House of Commons, in reply to questions, Sir Robert Horne said that the Government had not offered to excuse France her debt to Britain provided that German reparations claims were reduced.

DR. RATHENAU'S ASSASSINS.

COFFINS BORNE BY STUDENTS.

Berlin, July 24th.

Kern and Fischer, the murderers of Dr. Rathenau, were buried in one grave at Siedel Cemetery. The coffins, covered with flowers, were borne to the graveyard by students and ex-members of the Navy. A wreath bearing the monarchical colours was sent by members of the former Ehrhardt Brigade.

GERMAN COMMUNISTS.

COLLIDE WITH STUDENTS.

Berlin, July 24th.

A Communist demonstration at Klausenthal resulted in a collision with students, whose classrooms were raided, furniture and monarchical emblems destroyed. One Communist was killed.

INDEPENDENCE OF THE RHINELAND.

300 COMMUNES APPROVE.

Aix-la-Chapelle, July 24th.

A congress at which 300 communes were represented passed a unanimous resolution in favour of the independence of the Rhineland.

PHILIPPINE COAL MINES.

QUESTION OF LEASE TO KAILAN COMPANY.

Reuter's Manila correspondent says:—Projects to lease the properties of the National Coal Company, a government-controlled organization in the Philippines, to the Kailan Mining Company of North China were favourably commented on recently by Mr. Jose Paez, director of the Bureau of Public Works, as follows:—

"While I am of the opinion that the question of leasing the coal properties to a private corporation should be put up to the legislature, I believe it would be to the advantage of the government to consider seriously whatever terms may be offered."

If the officers of the Kailan Company will come to a concrete lease proposal which is fair and reasonable I will make favourable recommendation that it be accepted."

The National Coal Company was one of several industrial projects started by the Government in the last Administration. It has not been profitable and its operation has been virtually at a standstill for some time. Although it is believed that private capital could develop it, investors have to reckon with the disinclination of many leading Filipinos to encourage the investment of foreign capital in the Islands. The Filipino Government, while nominally favouring the development of the Island resources, is reluctant to admit much capital, fearing that it will be one more obstacle in the way of achieving independence.

PAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

ACTIVITIES IN EASTERN CHINA.

REINFORCEMENTS FOR GENERAL WANG CHIA LING.

Peking, July 23th.

According to an unconfirmed report, General Chang Tso Lin is sending a division to General Wang Chia Ling, near Shanhai-kuan, commanded by General Li Ching Ling, one of the few Fengtien Generals whose reputation has not suffered in the recent fighting.

CHANG TSO LIN DRAFTING A CONSTITUTION.

General Chang Tso Lin has promulgated fourteen articles for the drafting of a constitution for the three Eastern provinces, and is generally indulgent in activities, which are no doubt calculated to impress the Government with the necessity of restoring his post.

CHANG MAY SUPPORT TSAO FOR PRESIDENCY.

It is simultaneously reported that the Cabinet has telegraphed to General Tso Kua and Wu Pei Fu asking their advice concerning the position at Mukden, while Mukden reports state that relations between General Chang Tso Lin and General Tso Kua are daily improving, the former being prepared to support the latter's election to the Presidency.

THE ASSAULT ON TUNG KANG.

WORKERS' OFFICIAL ARRESTED.

Peking, July 24th.

The court is still investigating the charges of assault on Tung Kang (Minister of Finance), and official information is therefore not available; but it is unofficially reported that the police have arrested Tso Yuan-sen, who presided at a meeting of dismissed employees prior to the assault.

NEEDY RUSSIANS ENTERING CHINA.

GOVERNMENT DEMANDS PASSPORTS.

Peking, July 24th.

Owing to the large number of indigent Russians entering China, the Government has instructed border officials not to permit the entry of Russians unless they possess passports signed by local authorities.

EMPEROR CHEN LUNG'S THRONE.

PRESENTED TO VICTORIA AND ALBERT MUSEUM.

London, July 24th.

What is described as the most important example of Chinese furniture ever seen in Great Britain—namely, the Emperor Chien Lung's throne—has been presented to the Victoria and Albert Museum.

The museum was given the option of purchase on favourable terms, but the resources of the institution were unequal to such a large undertaking. A private donor stepped in and provided the sum required.

The throne was formerly in the Palace of Nanhai, its companion being believed to be in the possession of the Chinese President.

H.M.S. "ALACRITY."

ARRIVAL AT DEVONPORT FROM AFZ STATION.

After a very pleasant trip, the special service vessel *Alacrity* arrived at Plymouth last month from the China Station, and went to a Buoy in the Hamoaze.

Throughout the voyage from the Far East the weather and climatic conditions generally were very favourable until she was approaching England, when thick fog was encountered. However, the *Alacrity* reached her home port without mishap.

All guns and spare parts, mountings, ammunition, armament stores, and all other Admiralty stores are to be taken out of the ship at Devonport as soon as possible. She was to be paid off and placed on the suspense list at Devonport on July 12th.

LAST NIGHT'S FETE.
V.R.C. SPLASH.

The second night fete of the season was held at the Victoria Recreation Club last night. There was a fair attendance, which was undoubtedly affected by other entertainments in the City and in Kowloon. The sport was interesting and there were numerous competitors in all the events. The Blue Jazz Band, under the capable direction of Mr. Tado Miles, rendered a number of popular selections.

Great credit is due to the following officials for the prompt way in which the events went off to time:—

Starters.—Messrs. A. A. Alves, G. T. May, A. E. S. Alves and G. W. Sewell. Time Keepers.—Messrs. A. E. Alves, C. M. S. Alves, G. T. May and E. T. Crocker.

Hon. Treasurer.—Mr. A. E. S. Alves. Hon. Secretary.—Mr. A. McKirdy.

Two LENGTHS TEAM RACE (Confining to H.M. Forces).—1. R.C.A., time 3mins. 21secs.; 2. King's, "A."

Two LENGTHS HANDICAP RACE (Ladies).—1. Miss Elsa Bell (sec.), 2. Miss Rose Kitchell (rec. 3).

Two LENGTHS HURDLES RACE (Boys).—1. E. Zimmerman (rec. 8secs.), time 42.2secs.; 2. A. May (sec.), time 35secs.

Four LENGTHS HANDICAP RACE (Members).—1. E. G. Jordan (rec. 35secs.), time 78secs.; 2. B. Rasmussen (rec. 13secs.), time 68.2secs.

High Dive (Members).—1. G. A. Jack, 99 points; 2. A. Kitchell, 84 points; 3. G. A. V. Hall, 85 points.

Two LENGTHS HANDICAP (Girls).—1. D. Spanton, time 49secs.; 2. M. Blunsden, time 42.2secs.

Two LENGTHS TEAM RACE (Mixed).—1. D. Laing's team, time 5mins. 35secs.; 2. D. Lyon's team.

The programme concluded with an interesting water polo match.

BETTER TELEPHONE SYSTEM.

SCHEMES TO COST £35,700,000.

10,000 LICENCES FOR WIRELESS.

The Postmaster-General on June 16th assured the House of Commons that the telephone system in Great Britain was every day and in every way getting better and better. Tracing the history of Government control of the system he said that it was not until 1919 that the Engineering Department had been able to devote its attention to real development. Now a five years' programme had been decided upon, involving an expenditure of £35,700,000.

The three considerations which had to be kept in view in arriving at that figure were the rate of development, the level of prices both for labour and material, and the extent to which the automatic system would be introduced. He confessed that the automatic system would not solve all their troubles. He had been informed by the head of the telephone system in the United States that the demand for the automatic system had not come from the subscribers, who "preferred to have jaw to it," but from the companies who saw in the system a means by which they could get over operating difficulties at a lower charge.

At the same time Mr. Kellaway mentioned proposals made by an ingenious and far-sighted man which would result in an automatic exchange which would be no larger than a row of bookshelves in a room ten feet square, and expressed his belief that it was within the range of possibility to have a complete exchange working automatically within those dimensions, and without the necessity of employing any operator. In London, however, the problem of instituting an automatic system was an exceedingly complex one, and the expense was absolutely prohibitive. Until such time as a workable and reliable system could be installed on more reasonable terms than had hitherto been offered he did not feel justified in incurring the expenditure. At the same time, he realized that it was upon automatic lines that we were going to solve the problem and be enabled to put a telephone into every house in the country.

America had one telephone "to every eight inhabitants, while in this country there were forty-seven to each telephone. This showed the amount of leeway there was to make up. Over half-a-million pounds had been set aside for underground cables, including routes from London to Edinburgh and from Worcester to Bristol.

The telephone system in this country, he claimed, had improved, was improving, and would get very much better. There was no better test of the tendency of trade than the telephone demand, and therefore he had very substantial reason to believe that there was a great revival of trade. He claimed that the telephone system in London reached as high a standard of efficiency as could be found in any great city in the world.

The motion to issue out of the Consolidated Fund a sum not exceeding £15,000,000 for the further development of the telephone system was approved.

In introducing the Wireless Telegraphy and Signalling Bill, the Postmaster-General mentioned that 9,500 receiving licences had been issued, and four hundred transmitting licences. The object of the Bill was to see that proper use was made of wireless, and to assist in its development.

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NEXT SEASON'S DANCES. RIVAL DICTATORS.

The Association des Maitres de Danse, which met in solemn conference a few weeks ago, is not to be allowed to have its all its own way in guiding the footsteps of the dancing world. It gave its benediction to at least two new dances for the coming season, but the Union des Professeurs de Danse has assembled with equal solemnity and determined that if there are to be any new dances they shall be of its choosing.

It has, in fact, chosen three. If there be dancers who are a little tired of the fox-trot, it will cheer them to learn that the Union des Professeurs leans towards a return of the waltz and the classic dances, although in its choice it made some concession to a powerful minority who still cling to the modern steps.

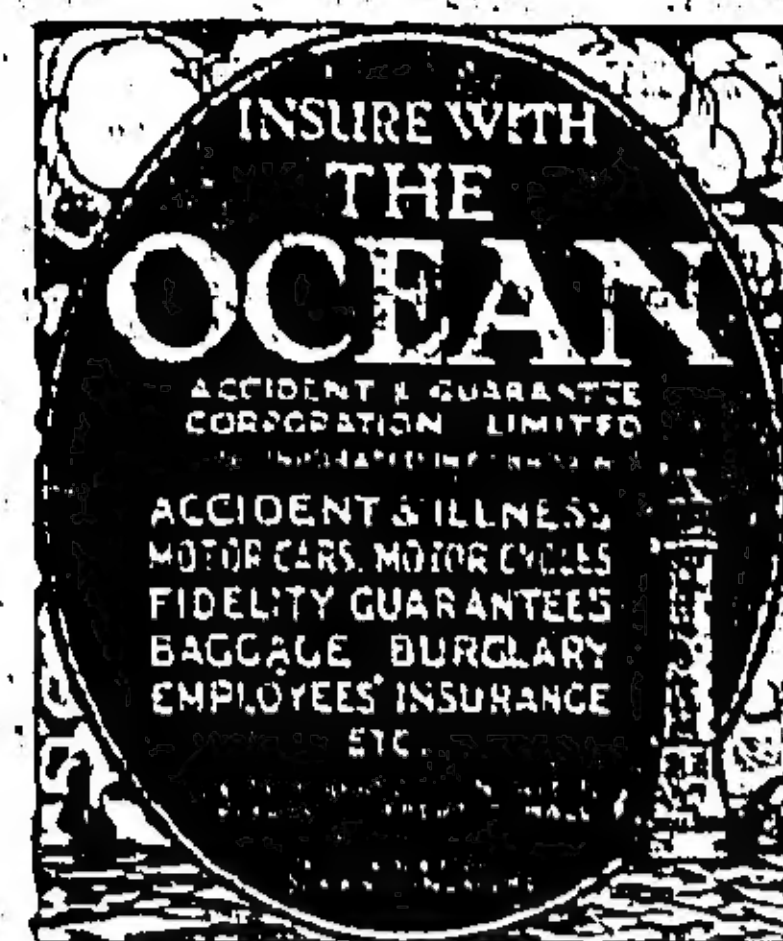
The first choice fell upon the "Passtetto," which has the rhythm of a Spanish waltz, and was approved recently by the Maitres de Danse. This is the only point of agreement between the rival societies. The Union's second selection is the "Criss-Cross." It is a quadrille in which a one-step, a "shimmy," a Boston, a Tango, and a "pot-pourri" of these dances are substituted for the five classical figures. They finally gave the weight of their authority to the "Houl," a descriptive dance which is designed to give to the spectators the illusion of sea waves.

TO DRESS OR NOT TO DRESS.

The return to social usage after the war is not yet complete, says *The Times*.—Women were quick to drop out of discipline and uniform into custom and fashion; men have accepted—some gladly and some sullenly—the return of starched collars and shirts, and of other discomforts which they once hoped, or feared, had passed for ever. Even the most easy-going admits that there are occasions on which he must wear a silk hat. But the endurance of these trappings of elegance is more irksome than it used to be in the old world, because we have not yet regained the blessed certainty induced by rules. "In the old world we knew what we had to wear; and the discomfort of a high, stiff collar and a coat with insufficient pockets was assuaged by the comfort of feeling that we were rightly dressed. During the war, when an invitation to dinner said "Don't bother to dress" (and often when it omitted to say so), we did not bother. We came straight from work; and what in peace-time would have been the discomfort of not changing became in war-time the comfort of being in order. There was a custom, a rule; and we were happy in conforming to it. In some social engagements new rules have been made, or old ones have come back. The daring youth of whom we have heard so much of late, have decreed that a man who went to a dance wearing white kid gloves and pumps should feel as ill dressed to-day as ten years ago he would have felt ill dressed with bare hands and laced shoes. But in many details the rules are still fluid and feeble of authority. Some invitations to dinner say, "Don't trouble to dress; but can we trust them? We take the hostess at her word and go in morning clothes—to feel a "sweep" all the painful evening, because her husband and all the other men are in shirt-fronts. We decide that it is safer to dress, and wriggle wretched inside our stiff collar because we look like a ring-master or a lecturer among all the other fellows in tweeds. There are difficulties even subtler to be encountered in this social flux. "Quite a small party," or "only ourselves," or perhaps "en tout petit comité," says the invitation. That ought to mean a jacket and a black tie; and we reach the drawing-room to find all the other men in white ties, white waistcoats, and swallow-tail coats. The hostess did not mean to deceive. She only meant that it was not a "real" dinner-party of the dignity which used to deserve mention in the newspapers; or else she was carrying on, half-unconsciously, a war-time habit. It is time such habits were given up or systematized. There is crying need, for men especially, of a good, rigid rule. Be a woman's dress becoming or beautiful enough, she can bear it off against all infelicity of circumstance. A man is dependent, not only for his being well dressed, but for the far more important social quality of feeling well dressed, upon nothing so much as the fitness (which is more to him even than the fit) of his clothes. Not what he wears, but when he wears it is at once his social *Claret* and his comfort. He has but a poor instinct in these things, and no time to ponder pros and cons. Better the old slavery, that enforced a tall hat on Sundays and for playing calls, than this uncertainty, that robs him sometimes of bodily comfort, sometimes of social comfort, and often of both at once.

SWEEPSTAKES AND INCOME TAX.

What exactly is the position with regard to assessment for income tax of the winner of big sweepstakes? asks a home paper. Of course the tax collector would have difficulty in finding winners of most sweeps, though this would not be the case in regard to the bigger enterprises of the kind which are the subject of so much public discussion. The question of lottery gains and their liability to taxation has been raised more than once in the French courts, and generally speaking the position over there seems to be that the tax gatherer is entitled to take toll if he can. In this country, however, there does not seem to be a record of an attempt by the revenue to benefit from a sweepstake which is, after all, very much the same as a lottery.



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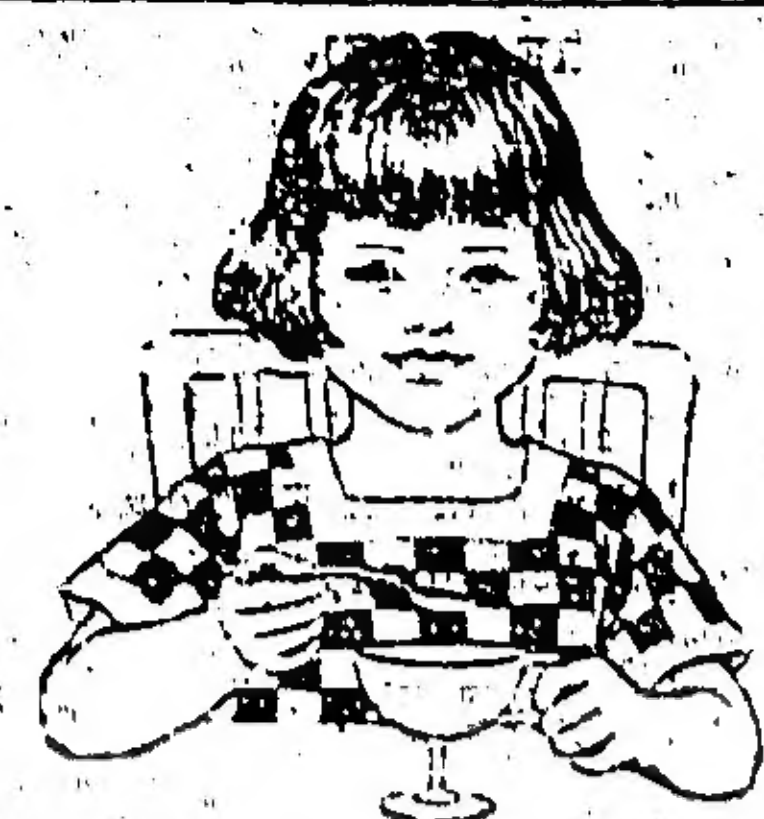
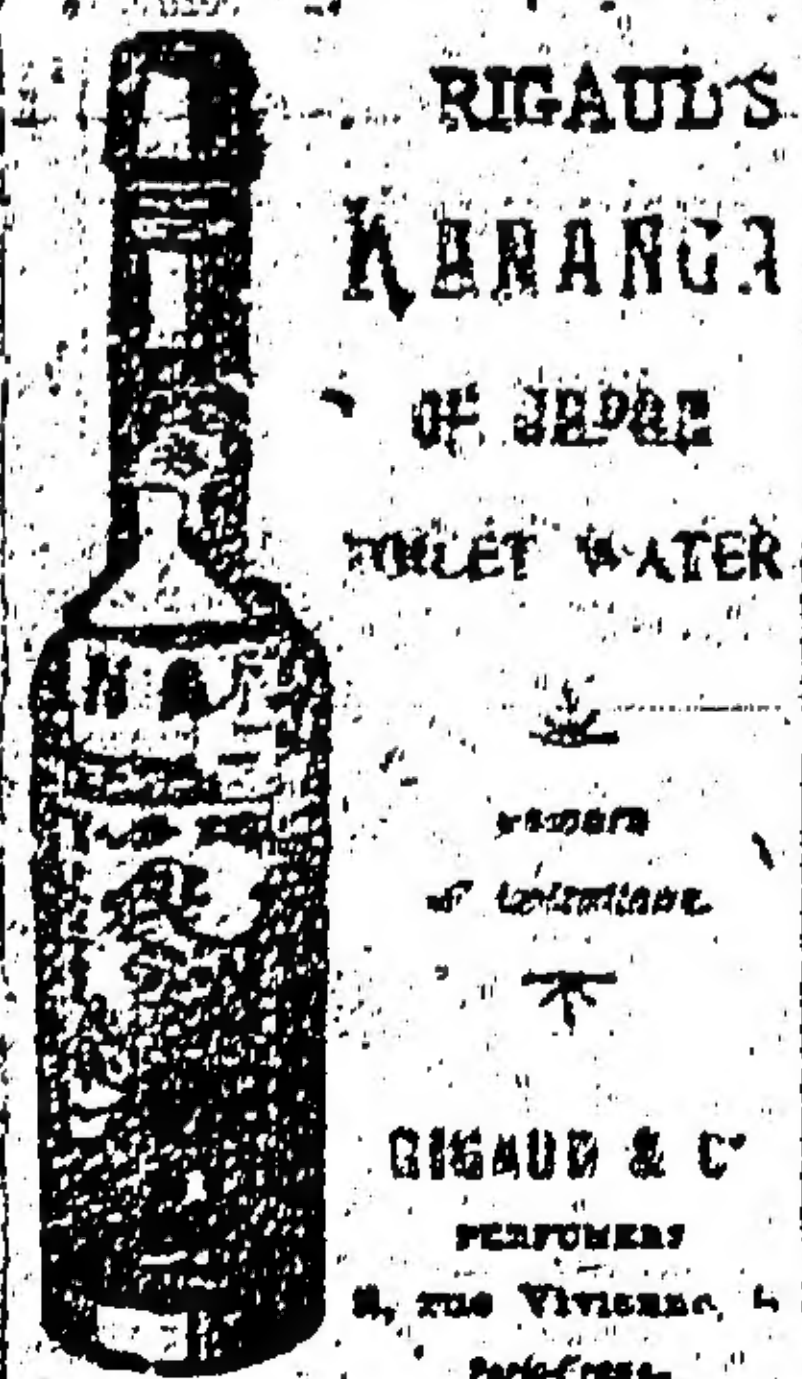
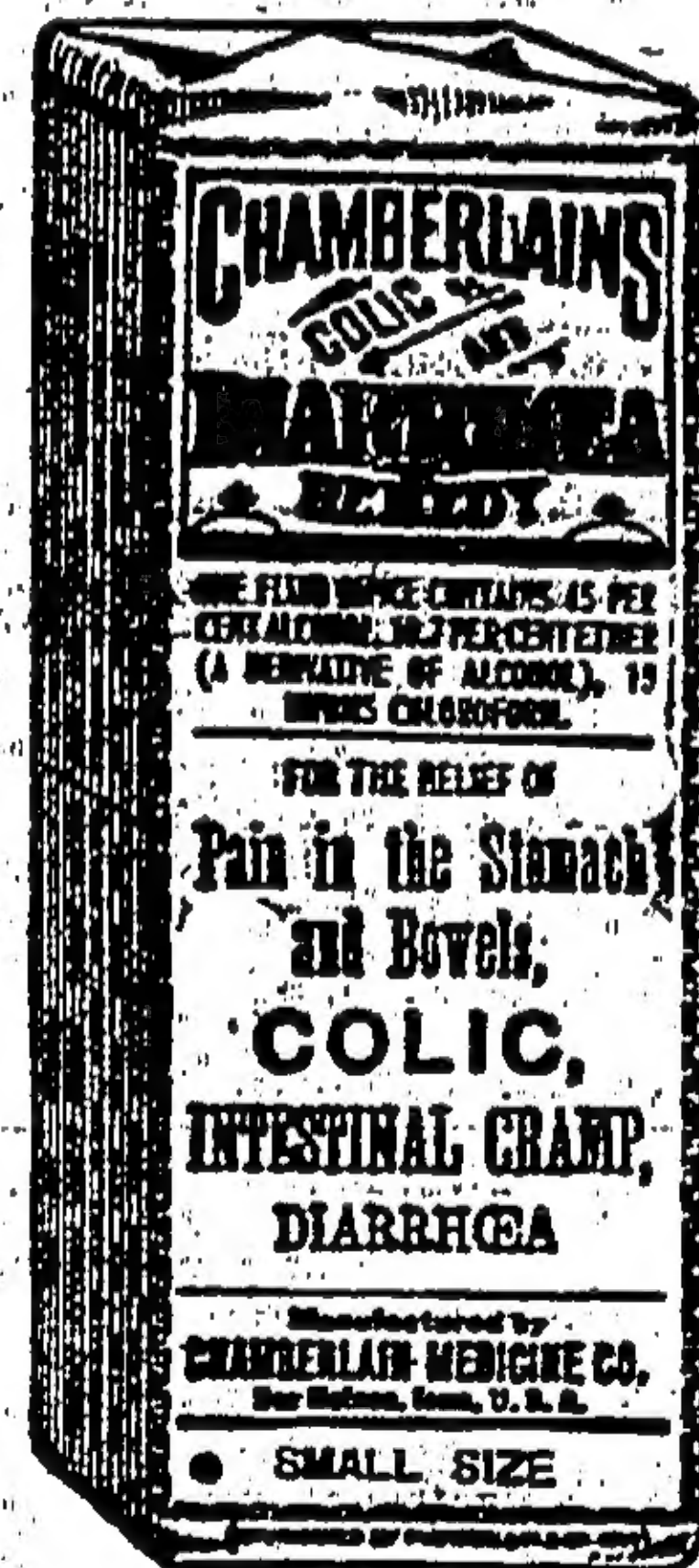
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PARIS GARTERS

crip the hose so surely—so securely—without the slightest inconvenience to the wearer or possibility of tearing the sock. That is one of the famous five reasons why Paris Garters are so generally worn by well dressed men the whole world over—and the other four reasons are just as good.

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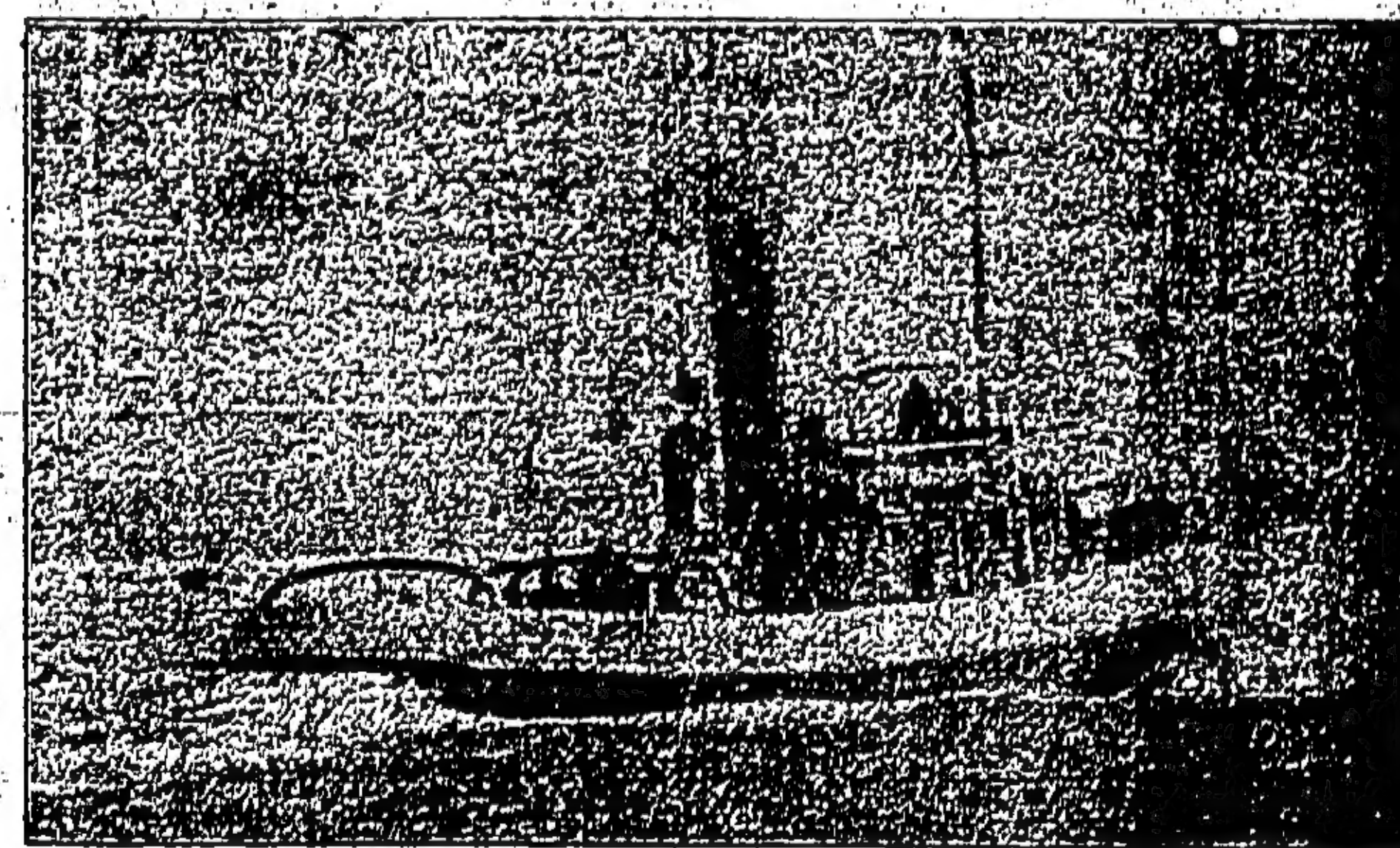
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HONGKONG.

SCOTTISH LETTER.

A QUEST TO THE SOUTH SEA ISLANDS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, June 21st.
A romantic voyage began, when the little sailing schooner *Malaya* slipped away from her moorings in St. Katherine's Dock and swung out into the Thames. She is bound on a three years' cruise among the less familiar islands of the Southern Sea. Two Glasgow graduates are on the staff. Dr. Cottle, the leader of the expedition, studied medicine at Glasgow University, and Dr. Sinclair is a graduate in medicine of the same University. The latter, who is a son of Mr. John P. Sinclair, 9, Fitzroy Place, Glasgow, was educated at Alan Glen's School. At the beginning of the war he enlisted in the Cameron Highlanders, and served with that regiment for two years. He was badly wounded at Loos. Dr. Cottle was a fellow student. For a number of years Dr. Sinclair has been a keen yachtsman, and took a course of instruction in navigation at the Royal Technical College, Glasgow; he is thus well fitted for the South Seas adventure.

It has been said that we are going out to catch dolphins and collect orchids, remarked Dr. Sinclair, but this is just the picturesque side of our adventure. "We are going in search of unknown things in marine biology, botany, tropical medicine, and will study as much of the flora and fauna of these Southern Seas as we can cram into three years. We will go across the Atlantic to the West Indies, and then by way of Panama we shall make for the Galapagos Islands and the Marquesas, and so on to the rivers and creeks of New Guinea, the wilds of Borneo, and the Malayan jungles.

Dr. Cottle explained that a great deal of film work would be done in the Islands of the Southern Seas. Very likely, he said, we shall spend six months taking observations of wild life in North New Guinea, and in photographing and collecting specimens. We shall even include the study of native tribes and their customs. The work of the expedition, therefore, covers a rather wide field. In fact we shall penetrate uncharted rivers, explore savage jungles, and generally do whatever may yield scientific knowledge of a useful kind.

NICKEL FROM NEW CALEDONIA.

Visitors on the Clyde just now are interested in a four-masted barque flying the French tricolour anchored in the river. She has a picturesque appearance, and a casual looker-on would not guess that her cargo is nickel ore, dug by French convicts from the mines of New Caledonia in the Pacific. The vessel usually discharges her cargo into barges, which proceed by canal to Kirkintilloch, where the cobalt is extracted from the ore. This cobalt, as you know, is the blue colouring matter seen in the decoration of the finest China, as well as in the enamel of the commonest kettle. It is supposed that the Chinese got their cobalt from these same mines in Numa, 13,000 years ago.

NEW C.P.E. LINER.

In the course of the next few days a magnificent new liner, the *Empress of Australia*, will leave the Clyde for Vancouver, via Panama, for service on the Pacific route of the Canadian Pacific Railway Company. Another new liner, the *Empress of Canada*, is at present on her way out, via the Suez Canal, for the same purpose, and when the *Empress of Russia* and the *Empress of Asia* are reinforced by these two vessels the C.P.E. will have a passenger fleet on the Pacific without a rival. With these four vessels the Company will be in a position to maintain a fortnightly service between Vancouver and Japan, China, and Manila, in conjunction with the fortnightly service by their Atlantic Empresses between Southampton and the St. Lawrence.

Under the new name of *Empress of Australia*, few people will recognise the ex-German liner *Tirpitz*, handed over to this country under the repatriation arrangement. The vessel had just been newly launched when war broke out, and after she was handed over to this country she was managed on behalf of the Ministry of Shipping by the C.P.E., who eventually acquired her by purchase. Since then she has undergone a comprehensive overhaul on the Clyde, and has been converted from coal to oil fuel. Of the shelter deck type, the *Empress of Australia* is 688 feet in length, and has a gross tonnage of about 21,500 tons. She has a straight stem, elliptical stern, three funnels, and two masts. Accommodation is provided for 400 first-class, 105 second-class, 350 third-class, and 670 Asiatic steerage passengers, together with a crew of about 520. In her equipment, the vessel equals the finest afloat, the special suites of rooms and the public apartments being fitted in exceptionally luxurious fashion. With two sets of turbine engines developing about 18,000 shaft horse-power, the vessel is expected to maintain a sea speed of 17 knots per hour.

DOZEL BETWEEN RACONTEURS.

As I wrote you some time ago the Marquis of Aberdeen and Tremain challenged the Aberdeen Rotary Club to produce two members to meet him in a story-telling contest. Ex-Lord Provost Sir James Taggart, K.B.E., and Dr. Tocher, the County Analyst, were chosen by the Club as their champions; but unfortunately Dr. Tocher's health was such that his doctor forbade him taking more than a small part in the proceedings. The contest of wits was awaited with the liveliest interest far beyond the bounds of "Aberdeen and Tval" mile round about. It took place last week, and it happened that while the eyes of the sporting world were directed towards Ascot and the race for the Gold Cup, a tussle of another kind was in progress at the luncheon table of the Rotary Club in Aberdeen. The competitors are, both

excellent raconteurs, and in their respective styles have few rivals among the public speakers of the North-East. But their spheres are very different; the kind of humour in which each specialises has its own distinctive public—a circumstance which doubtless has something to do with the verdict of the Rotarian audience at the close of the "fight." The way in which both varieties of "yarns" were received, however, showed that there was no need for either the gimlet or the surgical operation. The Aberdonians, spite of their reputation, are quick to appreciate a joke, and, be it marked, particularly when it is against themselves. Sir James has an extraordinary fund of humour. Even his puns have a kindly flavour all his own; they never leave any sting behind, are never of the class which prompted the famous dictum that the man who makes a pun will steal a pocket. His Lordship and Sir James told stories against each other in turn—fourteen in all, and the Club members afterwards voted by ballot, the result being that their ex-Lord Provost was declared the victor, and duly crowned with wreath of laurel by the Principal of the University. Lord Aberdeen, whose style was not perhaps so local as that of his opponent, is to be congratulated, however, not only on his skill as raconteur, but in the fact that he has initiated a quite new and interesting item in the programmes of the Rotarian Clubs. As the members separated they unanimously agreed that there was no reason why the story-telling competition should not become a regular institution.

TWO OF THE STORIES TOLD.

Some of the stories were quite fresh ones; others were just as unmistakably "veterans." Sir James set the ball rolling by telling a story of the General Assembly in which his opponent had a share. Lord Aberdeen was walking down the High Street of Edinburgh when a drunken man came staggering against him. A policeman intervened, and said, "Look here, my man, you'll need to notice where you are and behave yourself. Do you know who you barged into? That was the Marquis of Aberdeen and Tremain." "Guid Lord!" exclaimed the man, "am I as bad as that? Is there twa o' them?"

Lord Aberdeen retorted with an ecclesiastical tale. In a certain parish between Aberdeen and Forfar, in the days when Church attendance was much more strict and regular than at present, the parish minister noticed that a member of his congregation, a shepherd called Donald, was absent from his place in church on several Sundays, and it was whispered that Donald was attending another kirk. The minister met Donald one day, and said to him, "I am sorry I have not seen you in the church for some time, and I hear you are going where I would not have expected you to be going. You are a shepherd, and so am I, and naturally I am concerned about every member of my flock. You would not wish to see your sheep going away to other pastures?" "Weel, sir," replied Donald, "I don't know that I would object, gin the gress was better."

BURNS IN OPERA.

The life of Robert Burns is the theme of a romantic light opera which, it is expected, will be produced in London about six months hence. Mr. Nigel Playfair supplies the idea; that sturdy man of literature, Mr. John Drinkwater, is writing the libretto; and Mr. Frederick Austin is at work on the music. Mr. Austin made a reputation by his handling of "The Beggar's Opera" music, and he says that in this opera an attempt will be made to reproduce "the colour and atmosphere of the Burns period in Ayrshire." It will contain many of Burns' songs, with the best versions of the airs to which they are sung. Among the songs will probably be found "Ye Banks and Braes," "My love is like a red, red rose," "Rantin' Robin," "Bonnie Wee Thing," and "Auld Lang Syne." In addition to the lyrics, says Mr. Austin, "all the music will be based on Scottish airs, and be an attempt to render the idiom and the spirit of their music."

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Wednesday, 28th July	Thursday, 28th July	Friday, 28th July	Friday, 28th July	Friday, 28th July	Sunday, 30th July	Sunday, 30th July	Tuesday, 1st Aug.	Wednesday, 2nd Aug.	Friday, 4th Aug.	Saturday, 5th Aug.	Sunday, 6th Aug.	Saturday, 19th Aug.
11 a.m.	D.L.	Noon	3 p.m.	3 p.m.	D.L.	D.L.	Noon	Noon	Noon	Noon	Noon	3 p.m.

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"GLENADE"	15th August	15th August
"GLENARIFFE"	30th August	30th August

HOMEWARDS.

Vessel	Leave Hongkong	Discharge
"GLENBEG"	4th Aug. LONDON, BOSTON, ANTWERP & HAMBURG.	
"GLENSEANE"	23rd Aug. GENOA, LONDON, ANTWERP, BOSTON & HAMBURG.	
"GLENLUCK"	2nd Sept. GENOA, LONDON, ANTWERP, BOSTON & HAMBURG.	

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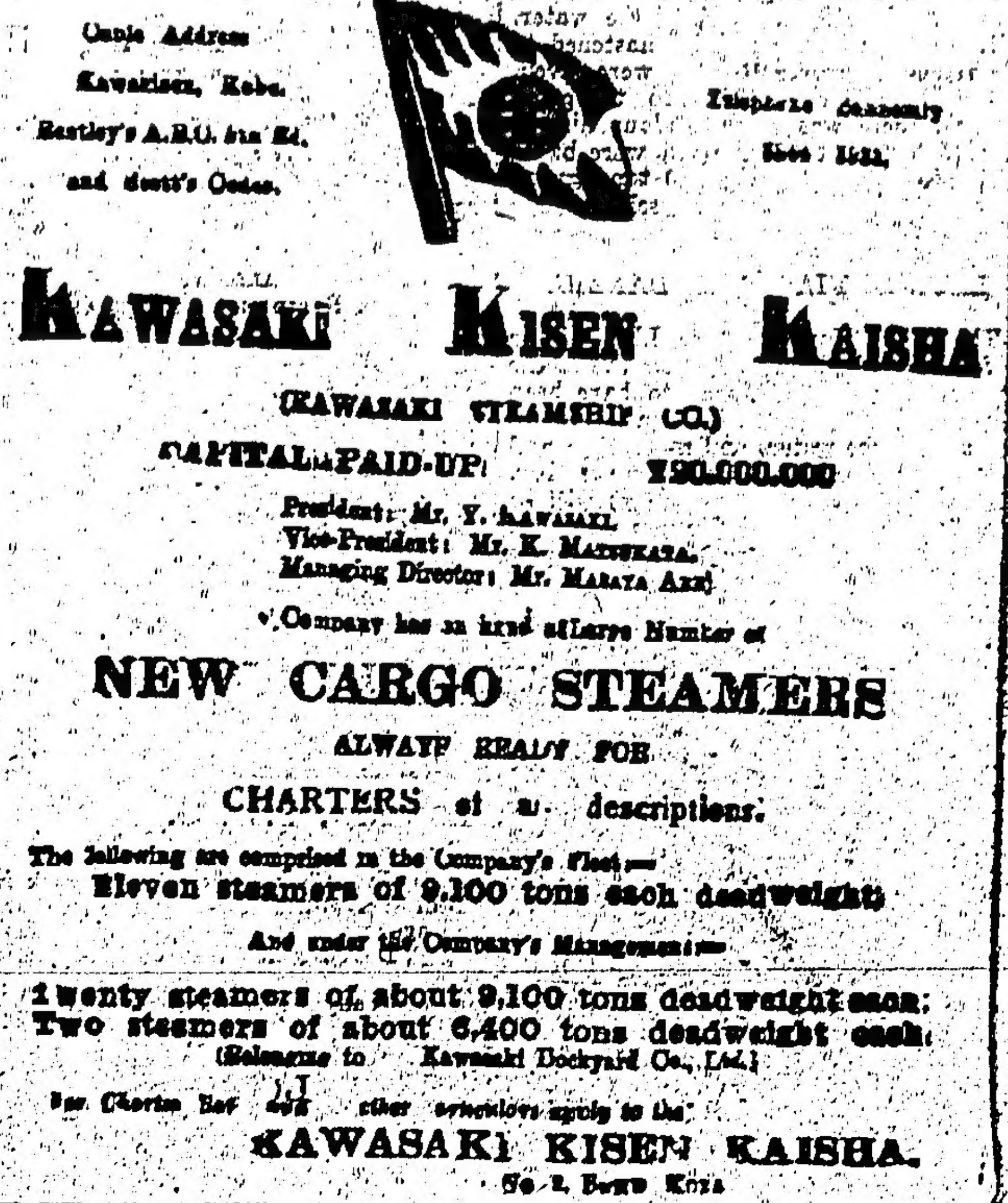
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SHIPPING NEWS

ARRIVALS.

July 24th.
Thongking, French str., 2,081 tons, Capt. Le Cheralier, from Hongkong, with cement, stone, P. A. Lapique.
Victoria, British str., 2,000 tons, Capt. F. T. Fisher, from Australian Ports, with a general cargo, China Australia S.S. Co.
July 25th.
Chongking, British str., 2,423 tons, Capt. A. McQuinn, from Singapore, with a general cargo, Gibb, Livingston & Co.
Chambers, French str., 1,727 tons, Capt. S. Sanguy, from Shanghai, with a general cargo, Messageries Maritimes.
Hedra, Norwegian str., 1,383 tons, Capt. H. Bull, from Saigon, with rice, G. Grimsby & Co.
July 26th.
British, British str., 1,222 tons, Capt. J. S. De Wolf, from Tientsin, with a general cargo, B. & S.
Leckie, British str., from Canton.
Manila, Japanese str., 6,020 tons, Capt. I. Takeo, from Tacoma, with a general cargo, O.S.K.
British, British str., 1,228 tons, Capt. F. H. Deane, from Hongkong, with coal, B. & S.
German, German str., 7,027 tons, Capt. M. Spangenberg, from Vladivostok, with a general cargo, Robert Dollar & Co.
President, American str., 3,377 tons, Capt. John Griffith, from Manila, with a general cargo, Admiral Line.
British, British str., 6,790 tons, Capt. J. Kerr, from Shanghai, with a general cargo, Robert Dollar & Co.
Sanjahan, Japanese str., 1,502 tons, Capt. H. Asai, from Shanghai, with a general cargo, N.Y.K.
Tamba, Japanese str., 3,550 tons, Capt. N. Wada, from Moji, with a general cargo, N.Y.K.

CLEARANCES.

July 25th.
Chongking, for Swatow.
Chambers, for Haiphong.
Thongking, for Tientsin.
Victoria, for Yokohama.
British, for Canton.
Leckie, for Shanghai.
Manila, for Singapore.
Sanjahan, for Cebu.
Tamba, for Singapore.
Tosha, for Amoy.
Tokushima, for Shanghai.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Yokohama on July 24th, at 7 a.m., and left the same day at 5 p.m. She is due at Hongkong on August 3rd, at 7 a.m.
 The s.s. *Hedra* (Blue Funnel), from Liverpool, left Port Said on July 22nd for Hongkong, Shanghai, Wuhu and Hankow, and is due here on August 17th.

VESSELS EXPECTED.

Africa (East Asiatic Co.), due July 26th.
Ajazz (Blue Funnel), due September 4th.
City of London (Bank Line), due August 18th.
Empress of Russia, due August 3rd.
Gregory (B.I. Line), due August 4th.
Hector (Blue Funnel), due August 15th.
Jason (Blue Funnel), due August 15th.
Jawa (East Asiatic Co.), due July 25th.
Teiresias (Blue Funnel), due August 19th.
Thecus (Blue Funnel), due August 4th.
Titan (Blue Funnel), due August 9th.

MINER CAPSIZED AT HAMBURG.

An extraordinary disaster befell the Brazilian Lloyd liner *Araucaria*. While being towed out of the Vulkan-repairing dock at Hamburg, on June 17th, the vessel capsized, and forty-two of those on board are believed to have been drowned. The cause of the accident is supposed to have been insufficient water ballast in the tanks. When the vessel started the *Araucaria* had a list to starboard, and, despite the efforts of the tug to right her, this was succeeded by a more serious one to port, and water poured in through the open portholes. The vessel then heeled over to starboard and capsized. Scores of wild excitement followed. In addition to the crew a number of dockyard workers were aboard in all about 200 persons—and those who could leaped into the water. All the boats in the vicinity hastened to the rescue, and over 150 men were saved. When the water poured into the great funnels there was a tremendous hissing sound. Some of the rescued were badly injured. The *Araucaria* (9,220 tons gross) was formerly the Norddeutscher Lloyd steamer *Serra Salgado*.

LAUNCH FIASCO AT DANZIG.

The giant Norddeutscher Lloyd liner *Columbus*, which has been on the stocks at Danzig since 1914, was to have been launched on June 17th, but stuck fast on her way to the water, and much time and labour will be necessary to move her. The *Columbus* (32,000 tons gross) will be the largest vessel in the German merchant marine. She can carry 1,916 passengers and maintain an average speed of twenty knots.

WHERE TO STAY WHEN VISITING HOME.

BASIL STREET HOTEL, KNIGHTSBRIDGE, LONDON, S.W. 3.

Ran by the owner, has the best situation, and is First Class. One minute's walk from Harrod's, Grosvenor and Sloane Street, 100 Bedrooms with Hot and Cold water, ample Bathrooms, dressing-rooms and Lounges, Luggage stored for any period, also room for storing and packing. "A la Pension" terms from 22/6. Double rooms without food from 22/6. Single from 11/6. Bath included. Excellent Cuisine.

Telegrams: "SPOTLESS," LONDON.

PASSENGERS.

ARRIVALS.
 Per s.s. *Hutchins*, from Tientsin, Mr. Burt.
 Per s.s. *Victoria*, from Australian Ports, Mr. Ritchie and Mr. MacBoyd.

WEATHER REPORT.

July 25th at 10.30.—Warning to Hongkong, Coast Ports, &c.—Depression of typhoon lat. 21 deg. N. Long. 124 deg. E. filling up, position uncertain.
 July 25th, at 11.58.—Pressure has decreased moderately over S.W. Japan and Tongking, and slightly from Weihaiwei to Shanghai.
 Related observations from the Looshoos indicated a typhoon to the S.E. of Naha yesterday morning. It is midway between Shanghai and Nagasaki this morning, moving northward.
 The depression or typhoon to the N.E. of Japan appears to be filling up.
 A depression is shown over the Gulf of Tongking.

Hongkong Rainfall for the 24 hours ending at 10 a.m. 25th July, 0.00 inch. Total since January 1st, 34.48 inches, against an average of 48.85 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
 District Forecast: E. or variable winds, light to moderate rain at first, some rain later.

Hongkong to Cap Boi: The same as No. 1.

South coast of China between: The same as Hongkong and Lamcocks No. 1.
 South coast of China between: The same as Hongkong and Hainan No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 25th.

	Previous On Date	Day at 2 p.m.	5 a.m.	3 p.m.
Barometer	29.63	29.64	29.64	29.64
Temperature	87	78	87	87
Humidity	67	80	68	68
Wind Direction	SE	Calm	ESE	ESE
Force	1	0	2	2
Weather	U	Rain	c	c
Rain	0.00	0.00	0.00	0.00

Highest open-air Temperature on 24th — 87
 Lowest open-air Temperature on 25th — 78

BOARD OF CONSERVANCY WORKS OF KWANTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest Water recorded.	Lowest Water recorded.	W.L. July 22.	W.L. July 23.
Wuchow, W. River	+78.50	-2.42	40.2	36.8
Kongmoon, W. River	+14.70	-0.80	9.2	8.6
Linkongchow, N. River	+57.00	—	—	—
Samah, N. River	+27.25	-5.00	14.3	13.2
Shakung, E. River	+15.15	-0.98	3.0	3.3

Engineer-in-Chief.

A. G. DA ROCHA AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 12, D'Almeida Street, Telephone No. 2531.

WEEKLY AUCTIONS, TUESDAYS:— MISCELLANEOUS GOODS.

THURSDAYS:— VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS:— EXCELLENT HOUSEHOLD FURNITURE.

MRS. HAN INOKUCHI.

TELEPHONE K 754.
 No. 21, Ashley Road, KOWLOON.
 Back of STAR THEATRE.

CERTIFICATED EXPERT MASSAGE (HAND AND ELECTRIC), ALSO AT PATIENT'S RESIDENCE BY ARRANGEMENT.

VETARZO.

DR. LECLERC'S.
 10, BAKER STREET, LONDON, W.1.

BUTTERFIELD & SWIRE.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."
 TELEPHONE No. 312
 A.S. FLAG: "O" OVER ABS. PENNA. W.

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HOME VIA CANADA.

Hongkong to England
 via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

	From Hongkong	Arrive Vancouver		From Canada	Due England.
Empress Canada	July 27	Aug. 14	Empress Scotland	Aug. 23	Aug. 29
Empress Russia	Aug. 10	Aug. 28	Empress France	Sept. 5	Sept. 12
Empress Australia	Aug. 24	Sept. 11	Empress Scotland	Sept. 19	Sept. 26
Empress Asia	Sept. 7	Sept. 25	Empress France	Oct. 3	Oct. 10
Empress Canada	Sept. 21	Oct. 9	Empress Scotland	Oct. 17	Oct. 24
Empress Russia	Oct. 5	Oct. 23	Empress France	Oct. 31	Nov. 6
Empress Australia	Oct. 19	Nov. 6	Empress Scotland	Nov. 14	Nov. 21
Empress Asia	Nov. 2	Nov. 20	Empress France	Nov. 28	Dec. 5

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

Special train Vancouver to Chicago leaves immediately after ship's arrival. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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(Incorporated in U.S.A.)
 OPERATING FAST FREIGHT AND PASSENGER STEAMERS
 "NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS
 Minimum Rate U.S.G. \$677.07
 Maximum Rate U.S.G. \$620.50
 First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO
 via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "NANKING" s.s. "CHINA" s.s. "NILE"
 August 10th. Sept. 16th. Sept. 29th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.
 S.S. "ARMANESTAN" S.S. "GORJISTAN"
 On or about Aug. 5th. On or about Aug. 22nd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

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 TEL. ADDRESS: PRINCE'S BLDG., No. 1934. TEL. ADDRESS: PRINCE'S BLDG., No. 2181.

CABLE ADDRESS: "CHIMAIL"

SHIPBUILDERS.

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MECHANICAL & ELECTRICAL ENGINEERS.

—DRY DOCK.

Length: 787 Feet.
 Length on Blocks 750 Ft.
 Depth on Centre of Sill (H.W.O.S.T.) 34 ft. 8 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up to 3,000 Tons Displacement.
 Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

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 A.S. FLAG: "O" OVER ABS. PENNA. W.

N. Y. K.

SAILING SUBJECT TO ALTERATION
 VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

YOKOHAMA MARU Wednesday, 26th July, at 11 a.m.
 KAGA MARU (Calling Keelung) Friday, 18th Aug. at 11 a.m.

MARSHALLS, LONDON & ANTWERP via Singapore, &c.
 HARUNA MARU Friday, 4th August, at 11 a.m.
 KAMO MARU Friday, 18th August, at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.
 TSUYAMA MARU Friday, 28th July.

LIVERPOOL via MARSHALLS and VALENCIA.
 SADO MARU Friday, 28th July.

SYDNEY & MELBOURNE via Manila, &c.
 AKI MARU Tuesday, 15th Aug. at 11 a.m.
 TANGO MARU Tuesday, 19th Sept. at 11 a.m.

NEW YORK via PANAMA.
 TOBA MARU Saturday, 29th July.

NEW YORK via Suez.
 SIG DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

ROMBAY via Singapore and Colombo.
 TAMBA MARU Wednesday, 28th July.

COLOUTTA via Singapore, Penang & Rangoon.
 MALACCA MARU Sunday, 6th August.

NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU Friday, 18th Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
 ATSUTA MARU Thursday, 3rd Aug. at 11 a.m.
 KASHIMA MARU Thursday, 17th Aug. at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA
 Telephone Nos. 232 & 233. K. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.
 EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
 FROM HONGKONG BY DIRECT ROUTE.

"Apus" Due Hongkong 14th Aug.
 Leave Hongkong 21st Aug.
 West Ivan" Due Hongkong 1st Sept.
 Leave Hongkong 3rd Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY
 SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

"Bearport" Due Hongkong 11th Aug.
 Leave Hongkong 18th Aug.
 "Dewey" Due Hongkong 1st Sept.
 Leave Hongkong 2nd Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO
 STRUTHERS AND BARRY,
 L. EVERETT, General Agent for JAPAN, CHINA, PHILIPPINES, INDO-CHINA, STRAITS & JAVA.
 1st Floor, Powell's Building, Phone No. 3008. G. P. BRADFORD, Res. Agent.

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REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS FROM DEPARTED ON OR ABOUT WILL LEAVE ON OR ABOUT FOR

TJITAROEM — JAVA 23rd July 1st Aug. BATAVIA via BANGKA

Wireless Telegraphy
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the

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(United Netherlands Navigation Company)
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 Regular monthly service between

JAPAN PORTS, SHANGHAI HONGKONG AND MANILA

AND AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings, subject to alterations

For Sailing on or about
 "ZOSMA" ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN, 22nd Aug.
 "SEMILAN" AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN, 21st Sept.
 "CEMMA" ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN, 20th Oct.

For full particulars please apply to—
 JAPAN-CHINA-JAPAN LIJN.
 General Agents, Yok Building.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.
FREIGHT & PASSENGER SERVICE
OUTWARDS.

HOMEWARDS.

CITY OF CAMBRIDGE ... 3rd Aug. ... Havre, London, Antwerp & Hamburg.
CITY OF MANCHESTER ... 28th Aug. ... Marseilles, London, Antwerp & Hamburg.
Subject to change without notice.
For particulars of freight and passenger rates apply to—

THE BANK LINE, LTD.
General Agents.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

1. "MUMBAI" ... via Suez Canal ... 5th August.
2. "TELEGRAPH" ... via Suez Canal ... 15th August.
3. "CITY OF BAGDAD" ... via Suez Canal ... 25th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
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MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATION. STEAMER & DISPLACEMENT. SAILING DATE.

SHANGHAI, KOBE & YOKOHAMA ... "CORDILLERE" ... 10,000 ... On or about 4th Aug.
MARSEILLE, via HAI-FOONG, SINGAPORE, PENANG, COLOMBO, DUEBOUT, SUEZ & PORT SAID ... "ANDRE LEON" ... 22,000 ... On or about 8th Aug.
"AMBOISE" ... 15,000 ... On or about 22nd Aug.
"CORDILLERE" ... 11,000 ... On or about 5th Sept.

COMMERCIAL LINE

TUNIS, HARVE, DUN-DELL, KIRK & ANTWERP ... "COMMISSAIRE PIERRE LECOQ" ... About 28th July.
Also service to BORDEAUX, HAVRE, DUNKERQUE, & ANTWERP. (ON APPLICATION)
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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Lights and Fans in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

SAUNDERS ... Capt. J. S. Thomson ... Friday, 28th July, at 1 p.m.
HAIKONG ... Capt. W. O. Parsons ... Friday, 4th Aug., at 1 p.m.

Arrival and Departure from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
General Managers.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

1. "TAIKWA MARU" ... on or about 4th Aug.

FOR KEELUNG via Swatow & Amoy

1. "HOZUI MARU" ... on or about 4th Aug.

For further particulars, please apply to—

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S. MITARAI, Agent, Top Floor, King's Building, Tel. No. 140.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

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STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Ship	Tonnage	From Hongkong (about)	Destination
"KASHGAR"	9,000	30th July, 4 p.m.	Singapore, Penang, Colombo, Bombay, Aden, Port Said, Marseilles, Gibraltar, Plymouth & London.
"SICILIA"	6,702	16th Aug.	Singapore, Penang, Colombo & Bombay.
"SARDINIA"	4,580	16th Aug.	Marseilles, London & Antwerp.
"JEVOR"	5,318	28th Aug.	do.
"DEVANHA"	5,084	30th Aug.	do.
"NOVARA"	4,850	18th Sept.	do.
"MACEDONIA"	10,612	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"DONGOLA"	8,058	28th Oct.	do.
"KHYBER"	9,000	8th Nov.	do.
"NANKIN"	7,000	22nd Nov.	do.
"KARMA"	9,000	8th Dec.	Bombay, Marseilles, London & Antwerp.
"KASHGAR"	9,000	28th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,200	3rd Jan., 1924	do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN" ... 6,082 ... 3rd Aug. ... Calcutta via Singapore & Penang.

EASTERN & AUSTRALIAN SAILINGS (South)

"St. ALBANS" ... 4,000 ... 3rd Aug. ... (Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne).

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal, (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"ALIPORE"	5,972	28th July, 4 p.m.	Kobe, Shanghai & Japan.
"DEVANHA"	5,084	1st Aug.	Shanghai & Japan.
"SICILIA"	6,702	3rd Aug.	Shanghai only.
"EASTERN"	4,000	5th Aug.	Kobe & Yokohama.
"GREGORY APCAR"	4,649	8th Aug.	Shanghai & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

First Class Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in box of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—Monthly direct service via Singapore and Port Said.

"ABGON MARU" ... Monday, 14th Aug.

BURMESE AIRS—HIO DU JANRIO, HANTU, GURBAN ... Tuesday, 22nd Aug.

DAPE TOWN via SAIGON & SINGAPORE ... Tuesday, 22nd Aug.

"GANDA MARU" ... Tuesday, 22nd Aug.

BOMBAY & COLOMBO ... Tuesday, 22nd Aug.

"HONOLULU MARU" ... Tuesday, 22nd Aug.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

"KISHU MARU" ... Tuesday, 1st Aug.

CALCUTTA—Frequent service via Singapore, Penang & Rangoon.

"ANNAN MARU" ... Thursday, 3rd Aug.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Panama—Taking cargo to OVERLAND ROUTE U.S.A. & CANADA—Passenger Service.

"MANILA MARU" ... Saturday, 6th Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Port, San Francisco, Panama and Colon Ports.

"HAGUE MARU" ... Tuesday, 8th Aug.

NEW ORLEANS via SUEZ ... Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ALTAI MARU" ... Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY—These vessels have excellent accommodations for 1st and 2nd class saloon passengers.

"KAJO MARU" ... Every Sunday, Noon.

AMAKURA MARU ... Thursday, 27th July.

TABAO via SWATOW & AMOY ... Thursday, 27th July.

"SOSEI MARU" ... Thursday, 27th July.

Tel. No. 4090. T. YABUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

"S. MOORISH PRINCE" ... 1st August.

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Telephone 3125. Telegrams (FAR EAST).

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For SWATOW & SINGAPORE ... "KINGYUAN" ... On 27th July, D.L.
AMOY & SHANGHAI ... "SOOCHOW" ... On 27th July, 9 a.m.
WUHAIR, CHEFOO & TIENTSIN ... "HUICHOW" ... On 28th July, 4 p.m.
SHANGHAI & TIENTSIN ... "SZECHUEN" ... On 28th July, 4 p.m.
SWATOW, AMOY & SINGAPORE ... "KWEITANG" ... On 30th July, 9 a.m.
HAIKOW, PAKHOI & HAIPHONG ... "KATFONG" ... On 1st Aug., D.L.
SWATOW & BANGKOK ... "KIANGSU" ... On 1st Aug., 2 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO
Steamship, Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through bills of lading to all Yunnan and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weiping.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.
CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"TAIYUAN"	In port.	27th July, 3 p.m.

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